THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. The Comptroller & Auditor General's report states about sub-optimal use of the application on South Eastern Railway, Western Railway and Southern Railway.

(b) The Railways are implementing the application in a phased manner. A majority of modules of the application have been implemented and the remaining modules are in the process of implementation. Further, now a decision has been taken for centralised implementation of the application to expedite the implementation process.

(c) Southern Railway is taking necessary action to put in place necessary infrastructure to ensure implementation of the application completely in a phased manner.

(d) Does not arise.

Dilapidated rail bridges

1903. SHRI HARISH RAWAT:
SHRI SANTOSH BAGRODIA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Chief Commissioner of Railway Safety (CCRS) has raised serious questions on the aging railway bridges in one of its recent reports;

(b) if so, whether the clearance of CCRS been taken before implementing the plan to introduce heavier locomotive and rolling stocks;

(c) whether any study has been done on the weight bearing capabilities of such aging structures;

(d) if so, whether the findings confirm the objections of CCRS in its report; and

(e) in what way the money under Special Railway Safety Fund being utilized for strengthening the bridges?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The Commission of Railway Safety raises important issues related to safety in train operations through its Annual Reports from time to time and more than 50 such issues have been raised by the Commission in last 10 years. One such issue raised in the Annual Report of 2004-05 was regarding the health monitoring of railway bridges particularly old

bridges. The issues raised were replied by the Railway Administration and efforts made by Railways to find suitable diagnostic techniques available world over for monitoring health of various components of old bridges were appreciated by the Commission. The issues raised by the Chief Commissioner of Railway Safety (CCRS), the reply thereto of Railway Administration & further comments of CCRS are contained in the Annual Report of Commission of Railway Safety laid on the table of Rajya Sabha on 16.05.2006.

(b) The running of higher axle load wagons on some identified Iron Ore & Coal routes has been taken up as a Pilot project scheme. Various issues related to this were discussed in a meeting between CCRS and Railway Board on 07.10.2005 and accordingly, speed certificates are being issued by RDSO & CRS sanctions are being taken by Zonal Railway.

(c) and (d) The Pilot project for running of higher axle load wagons on some identified Iron Ore & Coal routes has been in operation for one year now. No adverse effects have been noticed on bridges on these routes. The pilot project was started after theoretical assessment of standard spans by RDSO and other bridges by Zonal Railways. The bridges were inspected physically by Zonal Railways and kept under close observation. A few selected bridges have also been instrumented to keep a record of their behaviour.

(e) The Special Railway Safety Fund was started in 2001-02. A total of 1920 bridges at a cost of Rs. 875.88 Cr. have been rebuilt/repaired/ rehabilitated till 31.03.2006 under Special Railway Safety Fund.

Close circuit TVs in major express trains

1904. PROF. P.J. KURIEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways has installed any CCTVs in the major express trains in the country;

(b) if so, the names of express trains which have CCTVs to monitor the entry and exit of people from trains;

(c) whether Railways has also examined the possibility of having random monitoring in an intensive manner at selected stations and trains; and